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**PHOTOGRAPHIC
INTERPRETATION
REPORT**

**NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER**

**EXPANDING SHIPBUILDING FACILITIES
NORTH SEA FLEET AREA
CHINA**

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MAY 1972

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INSTALLATION OR ACTIVITY NAME					COUNTRY
Expanding Shipbuilding Facilities, North Sea Fleet Area, China					CH
UTM COORDINATES	GEOGRAPHIC COORDINATES	BE NO.	COMIREX NO.	NIETB NO.	25X1
NA	See below	See below	See below	See below	
MAP REFERENCE					
USATC. Series 200, Sheets 0381-3,7,10,19 and 20, scale 1:200,000					
LATEST IMAGERY USED			NEGATION DATE (if required)		
NA			NA		

Installation Name	Geographic Coordinates
Ching-tao Shipyard	36-03-53N 120-17-44E
Lu-ta Shipyard	38-51-40N 121-32-10E
Hsing-pu	39-55-20N 119-37-15E
Chin-huang-tao Shipyard	38-56-15N 121-36-30E
Lu-ta Boatyard West	39-01-00N 121-42-25E
Ta-lien-wan Boatyard	39-01-38N 117-37-15E
Tang-ku Shipyard	38-59-33N 117-42-57E
Hai-ho	36-54-01N 122-25-20E
Ta-ku Shipyard	37-32-55N 121-23-35E
Hsin-chiang	
Shih-tao Boatyard	
Yen-tai Boatyard	

ABSTRACT

1. A major shipyard expansion program is underway in China in the North Sea Fleet area. This report describes new or expanding facilities at nine specific yards. Based on 1971 and 1972 photography, this report consists of text, a location map, nine photographs, and references.

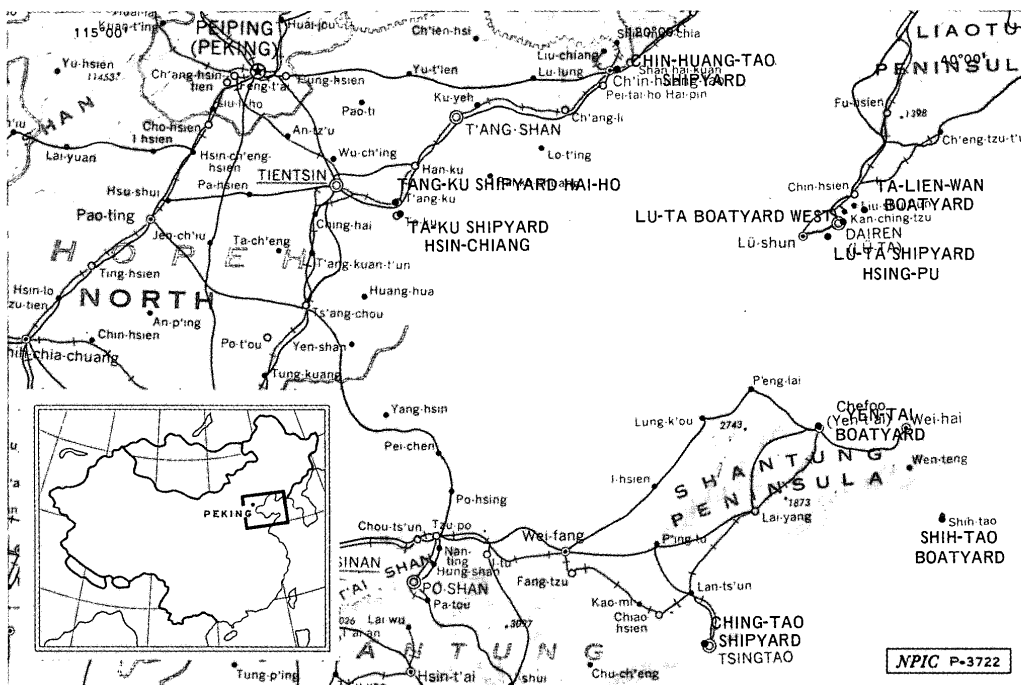


FIGURE 1. LOCATION MAP

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INTRODUCTION

2. Two new shipyards, a new boatyard, three expanding shipyards, and three expanding boatyards have been identified in the North Sea Fleet area. Of the six expanding yards, Lu-ta Boatyard West is the only one which produces combatants, and Ta-ku Shipyard Hsin-chiang is the only one which produces merchant ships. The other four yards have produced only small civil craft prior to this expansion. When construction is complete, they should also be capable of combatant production.

BASIC DESCRIPTION

Ching-tao Shipyard

3. Ching-tao Shipyard (Figure 2) is on the southern coast of the Shan-tung Peninsula within the Ching-tao naval complex. Construction, which began [REDACTED], had progressed to a mid-to-late stage [REDACTED]. Despite the unfinished condition of the yard, numerous hull sections for surface ships were under construction in the platen area. When complete, the yard will be capable of producing medium and large vessels.

4. This shipyard is being constructed entirely on landfill. [REDACTED] three quays with a total berthage [REDACTED] were under construction, marking the seaward limits of the yard. Extensive backfilling remained to be done behind the quays. Completed facilities included a concrete inclined buildingway measuring [REDACTED], one double-bay, double-monitor-roofed fabrication building [REDACTED], two shops, and three storage sheds. Although the buildingway appeared nearly complete, it could be extended an additional 166 meters (545 feet). The head of the buildingway is [REDACTED] high. A rail-mounted traveling crane [REDACTED] serves the platen area and two-thirds of the buildingway. The extension of the rails to serve the buildingway was observed [REDACTED]

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Lu-ta Shipyard Hsing-pu

5. Lu-ta Shipyard Hsing-pu (Figure 3) is on the southeast coast of the Liao-ning Peninsula, 6.5 nautical miles (nm) southwest of Lu-ta Shipyard Dairen [REDACTED]. The yard, which was accidentally flooded earlier in 1971, was still operational on [REDACTED]. However, it was still unfinished. The lack of new construction or renovation suggests the Chinese will utilize the existing facilities in their present condition, at least temporarily.

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6. The shipyard was begun prior to 1960. [REDACTED] the entrance channel had been completed, and ten graving docks were in various stages of construction. A probable overhead craneway transversing the entrance channel was also under construction. [REDACTED] a flood destroyed seven graving docks and the basin and severely damaged the entrance channel and three graving docks. The yard continued to deteriorate and no construction was observed [REDACTED].

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7. Construction had resumed [REDACTED] the entrance channel was partially repaired and the basin was being re-excavated to a rectangular shape. Two T-shaped bunkering caissons had been built on the westernmost basin wall. Construction had resumed on three of the original ten graving docks; the others had been removed. One inclined marine railway was also under construction at that time.

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8. [REDACTED] the shipyard consisted of three graving docks (one operational), each [REDACTED] three end-haul marine railways, each approximately 109 meters (357 feet) long; a rectangular basin [REDACTED] with two T-shaped bunkering caissons; a probably abandoned overhead craneway; and 17 small support or storage buildings. [REDACTED] entrance channel provides access to the basin, and a probable [REDACTED] overhead craneway spans the northern end of the entrance channel.

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9. Lack of fences or walls precludes exact delineation of the yard.

10. Support facilities consist of three storage buildings, one administration building, and approximately 24 support buildings. A tower-mounted probable whip antenna was on top of the administration building.

11. A possibly associated facility, immediately northeast of the yard, consists of two highbay buildings, four smaller administration-type buildings, one possible apartment or housing building, and 12 support buildings.

Chin-huang-tao Shipyard

12. Chin-huang-tao Shipyard (Figure 4) is on the Hsin-kai River near the northwest coast of the Po-hai Gulf. It is collocated with the recently constructed Chin-huang-tao Boatyard [] 25X1
Both facilities are 1 nm north of Chin-huang-tao Port Facilities [] and Chin-huang-tao 25X1
Ship Repair Yards [] Construction of the shipyard began [] 25X1
[] and was still in an early stage [] Approximately 41 acres of land were 25X1
being graded and leveled, and it appears that this installation will be capable of repairing and possibly building medium and large vessels.

13. Construction was first observed on photography [] At that time the riverbed 25X1
was relatively dry and a cofferdam had been constructed near the mouth. Excavation for a harbor was underway and footings for three piers were being constructed. [] the cofferdam 25X1
had been removed, the harbor area was flooded, and the three piers were operational.

14. [] facilities on the west side of the harbor consisted of an approximately 25X1
427-meter (1,400-foot) dogleg quay with three operational piers and two breasting platforms under construction, 24 acres of grading and leveling, three probably permanent buildings (one under construction), and a recently constructed POL storage facility containing eight semiburied tanks, two bunkers, and associated buildings. On the east side of the harbor, a 16.8-acre area was being graded and leveled, and a 154- by 123-meter (499- by 404-foot)* possible launch basin had been formed by the construction of a breakwater enclosure. A dredge was operating in the basin. The only facility on the south bank was a probably concrete marine railway approach channel in an early stage of construction.

15. [] construction was continuing at a moderate pace. The possible launch 25X1
basin on the east side of the harbor had been fully enclosed and emptied, and excavation was continuing. Footings for a possible transverser/side-haul marine railway were under construction perpendicular to the basin. [] No footings 25X1
were observed on the side nearest the basin, indicating future extension. Five small probably temporary support buildings had also been constructed on the east side of the harbor. The building under construction on the west side of the harbor had been completed and the marine railway with its probably concrete approach channel was complete and operational.

Lu-ta Boatyard West

16. Lu-ta Boatyard West (Figure 5) is on a peninsula which extends eastward into Lu-ta harbor, 1.5 nm northwest of Lu-ta Shipyard Dairen [] Expansion of the yard was in an early 25X1
stage and proceeding at a slow pace [] The yard, which presently produces Shanghai 25X1
PGMs and civil craft, will be capable of producing medium ships when expansion is complete.

17. Prior to expansion, the yard consisted of two marine railways, [] 25X1
[] of berthage, one shop, one heatplant, and six support/storage buildings. [] 25X1
[] inclined buildingway was constructed in place of 25X1
one of the marine railways. Very little change was observed [] 25X1
[] an extensive landfill operation was 25X1
observed underway.

18. [] facilities consisted of the inclined buildingway, one end-haul marine 25X1
railway, one [] quay, an approximately 216-meter (710-foot) pier, rails extending 25X1
[] for a traveling crane between the buildingway and the marine railway, a shop, a 25X1

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heatplant, seven small support or storage buildings, and a platen area. A cement batch plant and six small buildings are northwest of the buildingway. A 23-acre landfill operation, which will probably support future shipbuilding facilities, was immediately north of the buildingway.

19. [redacted] the area west of the buildingway was leveled and four POL tanks were removed. This activity may indicate future lengthening of the buildingway; however, no expansion of the way has yet been observed.

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Ta-lien-wan Boatyard

20. Ta-lien-wan Boatyard (Figure 6) is on a small peninsula 7 nm northeast of Lu-ta. The yard, which produces small fishing vessels for an adjacent fish-packaging plant, was built during 1970 and became operational [redacted] expansion was underway which, when completed, will more than double the production capability of the yard.

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21. Operational facilities consist of six [redacted] buildingways, each served by a transverser and an end-haul marine railway. The transverser [redacted] and capable of accommodating vessels up [redacted] A winch house supports the marine railway.

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22. [redacted] grading operations were underway for seven additional buildingways and an extension of the transverser [redacted] Waste from excavations was being used for landfill within the yard area. Two small support buildings and footings for a probably associated building [redacted] were northeast of the operational facilities.

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Tank-ku Shipyard Hai-ho

23. Tang-ku Shipyard Hai-ho (Figure 7) is on the north bank of the Hai-ho River 7 nm inland from the Po-hai Gulf. Expansion was first evident [redacted] and was in a mid-stage [redacted] When expansion is complete, the yard, presently used to build and maintain small civil craft, will have an increased production capability.

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24. Prior to expansion, the yard consisted [redacted] graving dock, a wet dock, an end-haul marine railway with buildingway space, a large double-bay arch-roofed fabrication building, a seven-building foundry complex, two traveling cranes, 28 support buildings, and extensive quayage.

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25. [] approximately 6 acres of land including the wet dock, were being filled and graded at the west end of the yard [] probable fabrication building was under construction on the east end of the yard parallel to the quay. The building consisted of emplaced uprights with roof framing sections lying on the building floor.

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26. [] the building had been completed. It consists of a 20-meter (65-foot) wide, [] high center bay with a [] bay on each side. An excavation, possibly for a building foundation, was on the north side of the building. The grading and leveling on the west end of the yard had also been completed []

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[] transverser with an 88.0-meter (289-foot) inclined buildingway was under construction. The transverser was unusually configured in that the north-northwesternmost two-thirds of the transverser bed was level but the south-southeastern end appeared to slope to form the marine railway for the inclined buildingway. A traveling crane had also been constructed parallel to and beyond the buildingway. Pilings, probably for either a new quay or an offshore wharf, were in the river southwest of the transverser.

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27 [] the northern two-thirds of the transverser as well as the extreme southern corner of the transverser was being filled with earth. The purpose of the filling could not be determined.

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Ta-ku Shipyard Hsin-chiangs,

28. Ta-ku Shipyard Hsin-chiang (Figure 8) is on the south bank of the Hai-ho River, 3.5 nm southeast of Tang-ku. [] graving dock was operational. A larger probable graving dock and three large fabrication buildings were under construction. When complete, this yard will probably be the second largest shipyard in the North Sea Fleet. The construction of two large graving docks and three large heavy fabrication buildings suggest future construction of large surface vessels at the yard.

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29. Landfill operations were first observed on photography []
[] most of the landfill was complete, and the new graving dock was in an early stage of construction.

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[redacted] launch basin. Berthing facilities consisted of a [redacted] pier and 154.0-meter (505-foot) quay. Two [redacted] buildings were under construction near the transverser. 25X1 25X1

35. The new yard will probably be expanded further. The extension of the transverser westward past the launch basin to three smaller old buildingways, the unfinished condition, and the landfill activity suggest future dismantling of the three buildingways, further landfilling, and the construction of new buildingways.

36. The existing adjacent boatyard consists of an approximately 48-meter (157-foot) buildingway, three smaller buildingways, a forge or foundry, a heatplant, six monitor-roofed probable shops, an administration building, six small probable storage buildings, nine small miscellaneous buildings, and a platen area.

Yen-tai Boatyard

37. Yen-tai Boatyard (Figure 10) is on the north coast of the Shan-tung Peninsula in the Yen-tai port complex. Expansion at the north end of the yard began [redacted] and had progressed to a late stage [redacted]. When expansion is complete, the new portion, which was previously used for construction of small civil craft, will be capable of accommodating vessels up to [redacted]. 25X1 25X1 25X1

38. The rest of the yard contained two end-haul marine railways, two floating piers, and ten buildings; no significant change was observed [redacted]. 25X1

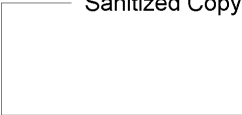
39. Prior to the new construction, the north end of the yard contained six end-haul marine railways, temporary buildingway space, and ten buildings.

40. When the north end was observed on photography [redacted], all six marine railways had been removed, and the area had been backfilled and graded behind a newly constructed seawall. The new facilities, all in a late stage of construction, consist of eight [redacted] buildingways with an average length of 88 meters (288 feet). These are served by a side-haul marine railway. These buildingways give the new portion buildingway space of approximately 703 meters (2,300 feet). The railway [redacted] and can accommodate vessels up to [redacted]. In addition, four buildings have been razed, two new ones have been constructed, and one has been extended. 25X1 25X1 25X1

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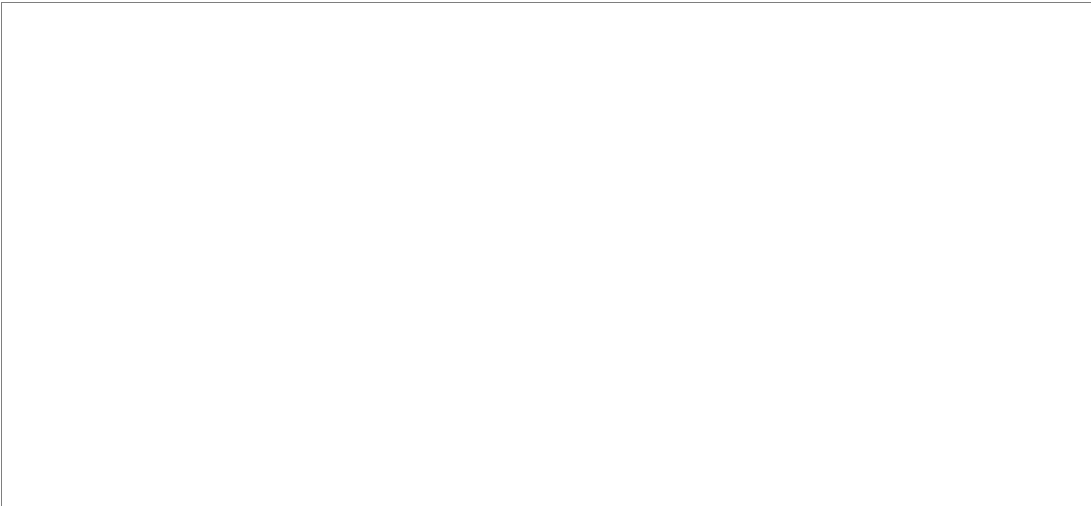


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REFERENCES




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MAPS OR CHARTS

USATC. Series 200, Sheets 0381-3, 7, 10, 19 and 20, scale 1:200,000

RELATED DOCUMENTS

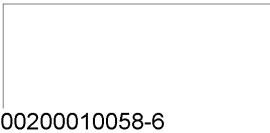
NPIC.  *Shanghai Shipyard Expansion, China, Apr 71* (TOP SECRET RUFF)

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NPIC.  *Southeast China Shipyard Expansion, China, Aug 71* (TOP SECRET RUFF)

REQUIREMENT

NPIC/IEG/EGD/NECB Project 120201NG



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